

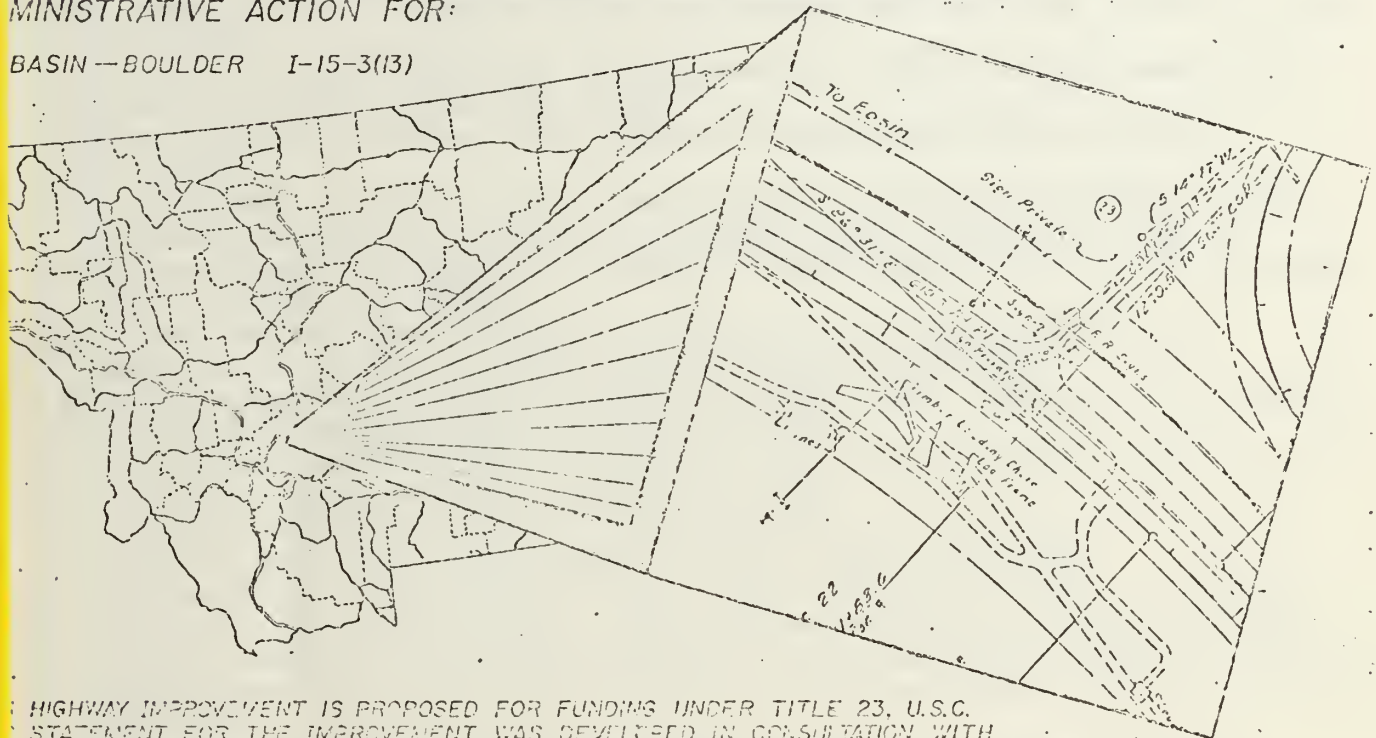
S
388.1
H3e15
72-04-D
Basin-
Boulder

MT-EIS-72-04-D

DEPARTMENT OF
TRANSPORTATION
AND
FEDERAL HIGHWAY ADMINISTRATION
STATE OF MONTANA
DEPARTMENT OF HIGHWAYS
DRAFT
SECTION 4 (F) STATEMENT

ADMINISTRATIVE ACTION FOR:

BASIN -- BOULDER I-15-3(13)



HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C.
STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH
FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO
U.S.C. 4332 (2)(C), 23 U.S.C. 128(a) and 16 U.S.C. 470(f).

STATE DOCUMENTS COLLECTION

ALD P. RICHARDS, Director, Department of Highways

John P. Beckert 12-3-79
J. R. Beckert, Administrator
Engineering Division
Date

JUN 11 1980

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Helena, Montana 59601

APPROVED AND ADOPTED BY THE FEDERAL HIGHWAY
ADMINISTRATION

W. Stewart 12-7-79
Federal Highway Administration
Division Administrator
Date

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Ecological Services Division, Helena, MT 59601
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Helena, MT 59601
Department of State Lands, Office of the Commissioner, Helena, MT 59601
Department of Natural Resources and Conservation, Office of the Director, Helena,
MT 59601
Department of Natural Resources and Conservation, Administrator, Conservation
District Division, Helena, MT 59601
Montana Historical Society, State Historic Preservation Officer, Helena,
MT 59601
U.S. Department of Transportation, United States Coast Guard Commander (CAN)
Thirteenth Coast Guard District, 915 Second Avenue, Seattle, WA 98174
U.S. Department of Transportation, Federal Aviation Administration, FAA Building,
Room 2, Helena, MT 59601
U.S. Department of the Interior, U.S. Geological Survey; MS-1-4, Chief,
Environmental Impact Assessment Program, Reston, VA 22092
U.S. Department of the Interior, Bureau of Mines, Chief, Western Field Operation
Center, East 315 Montgomery, Spokane, WA 99207
U.S. Department of the Interior, District Chief, Water Resources Division, U.S.
Geological Survey, Box 1696, Helena, MT 59601
U.S. Department of the Interior, Fish & Wildlife Service, Regional Director,
Region G, Box 25486, Denver Federal Center, Denver, CO 80226
U.S. Department of the Interior, Water and Power Resources Service, Regional
Director, Region UM, Box 2553, Federal Office Building, Billings, MT 59103
U.S. Department of the Interior, Bureau of Outdoor Recreation, Regional Director,
Mid-Continent Region, Box 25387, Building 41, Denver Federal Center, Denver,
CO 80225
U.S. Department of the Interior, National Park Service, Regional Director,
Rocky Mountain Region, Box 25287, 655 Parfet Avenue, Denver, CO 80215
U.S. Department of the Interior, Missouri River Basin, Special Assistant to the
Secretary, Room 688, Building 67, Denver Federal Center, Denver, CO 80225
U.S. Department of Interior, Assistant Secretary - Program Policy, Director,
Environmental Project Review, Washington, D.C. 20240
U.S. Department of Transportation, Federal Highway Administration, Federal Office
Building, 301 South Park, Drawer 10056, Helena, MT 59601
Environmental Protection Agency, Deputy Regional Administrator, Region VIII,
Suite 900, 1860 Lincoln Street, Denver, CO 80203
Environmental Protection Agency, Director, Office of Federal Activities,
Room 537 West Tower, Waterside Mall S.W., Washington, D.C. 20460
Federal Housing Administration, Housing and Urban Development, Office of the
Director, 616 Helena Avenue, Helena, MT 59601
Bureau of Land Management, Montana State Office, Box 39157, Billings, MT 59107
Department of the Army, Omaha District Corps of Engineers, 7410 U.S. Post Office
and Courthouse, Omaha, NE 68102
Board of County Commissioners, Jefferson County Courthouse, Boulder, MT 59632



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Louis S. Wall, Assistant Director, Office of Review and Compliance, Advisory
Council of Historic Preservation, P.E. Box 25085, Denver, CO 80225
Postmaster, Basin, MT 59631
U.S. Fish and Wildlife Service, Area Managers, Federal Building Room 3035,
316 North 26th Street, Billings, MT 59101
F. M. Jensen, Box 486, Basin, MT 59631
Al Glasser, General Delivery, Basin, MT 59631
John O'Neill, Box 413, Basin, MT 59631
Rose Donahue, General Delivery, Basin, MT 59631
Dan Merchant, Box 434, Basin, MT 59631
Griff Davidson, Box 451, Basin, MT 59631
Beverly Young, Box 402, Basin, MT 59631
N. Parsons, Box 493, Basin, MT 59631
Montana Automobile Association, Box 4129, Helena, MT 59601
Montana Stockgrowers Association, Box 1679, First National Bank Building, Helena,
MT 59601
University of Montana, Attn: Dee Taylor, Department of Anthropology, Missoula,
MT 59601
Montana State University, Attn: Dr. A. P. Samson, Department of Anthropology,
Bozeman, MT 59715
Montana State University, Institute of Applied Research, Bozeman, MT 59715
Rick Graetz, Box 894, Helena, MT 59601
Friends of the Earth, Attn: Ed Dobson, Box 882, Billings, MT 59103
Sierra Club, Upper Missouri Group, Attn: Jack Schmidt, Box 515, Helena, MT 59601
The Wilderness Society, 4260 East Evans Avenue, Denver, CO 80222
The Montana Power Company, 40 East Broadway, Butte, MT 59701
Mountain Bell Telephone Company, Incorporated, Attn: F. R. Ketron, Plant
Supervisor, Box 1716, Helena, MT 59601
Lewis and Clark Library, 120 S. Last Chance Mall, Helena, MT 59601

Reviewer:

The enclosed Draft Section 4(f) Statement is to document the considerations and consultations studied for a determination that there are no prudent and feasible alternatives to the use of 4(f) land on this federal aid project. This information will supplement that contained in the Final Environmental Section 4(f) Statement distributed on October 18, 1973.

This draft statement represents the first phase in documenting 4(f) involvement with historical resources in the highway corridor. Exhibit 4, the Memorandum of Agreement, is our mutual understanding with the Advisory Council on Historic Preservation and the State Historic Preservation Officer which details how effects to sites on or eligible for the National Register Of Historic Places will be mitigated. You will note the inclusion of stipulations relating to other properties in the vicinity of Basin some three miles to the southwest of the Montana Central Railroad ore loading complex. Due to public concern about the proposed design at Basin, further studies are being made of proposals that will have less economic and social impact on the Basin area but possibly with more impact on historic features. With the completion of these studies another 4(f) statement concerning the Basin area will be circulated.

Comments and questions will be accepted for 45 days after the date of this publication. If no communications occur during the time period it will be assumed the person or agency does not have any comments. An extension, not to exceed 45 days, may be requested. All comments should be sent to:

Preconstruction Bureau
Montana Department of Highways
2701 Prospect
Helena, Montana 59601

SECTION 4(f) STATEMENT
I-15 Basin - Boulder

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DRAFT
SECTION 4(f) STATEMENT
I-15 Boulder - Bernice

I. NEED

Presently a two lane primary highway (U.S. 91) is in place along the Basin Route. The existing highway is narrow (26' wide) and of moderate curves with the exception of the areas just west of Basin and about 2 miles east of Basin. Here the road follows narrow canyons with sharp curvature requiring travel speeds around 40 miles per hour. Pavement condition in these areas is fair to poor.

The new project is necessary to complete Interstate 15 through Montana. Presently Interstate 15 is completed from the Idaho Border North, to the Elk Park - Bernice project with the exception of a few sections in the Dillon area which are not completed to 4-lane interstate standards.

It is also completed from Boulder to the Canadian Border. In addition nine structures are completed or under contract on the Basin-Boulder project I-15-3(13)157.

The total monies expended to date on the Basin Route from Butte to Boulder has been \$10,995,000.

II. PROJECT DESCRIPTION

The project involved in this 4(f) statement is noted in the final environmental impact statement, dated October 18, 1973 as I-15-3(13) on the approved Basin Route. The EIS addressed four alternates for routing. (1) Basin Route, (2) Nez Perce Route, (3) Whitetail Route and (4) The Boulder Valley Route. In addition, the no-build alternate was also considered. The Basin Route was approved with the other three routes and no-build alternate being classified as imprudent and unfeasible consideration.

The project will consist of four-lane interstate design with a narrow median.

The original 4(f) statement dealt only with affected parklands within the selected highway corridor. Since then an in-depth historical inventory of resources was conducted by the University of Montana. Several sites associated with the mining industry in and around Basin were determined eligible for inclusion to the National Register of Historic Places.

One site, a Montana Central Railroad ore loading complex, located on the Basin-Boulder project was determined eligible for inclusion to the National Register of Historic Places. The proposed alignment will necessitate the removal of this site.

III DESCRIPTION OF 4(f) INVOLVEMENT

The 4(f) involvement with historic properties was identified when the alignment was surveyed for the Department of Highways by an archaeological team from the University of Montana in late spring 1978. At that time, an historical inventory of resources was recommended as efforts had begun to nominate Basin and associated multiple resource area to the National Register of Historic Places. To evaluate and assess the historical properties, a study was undertaken by the individual who nominated the area to the National Register. This work was subcontracted through the University of Montana Anthropology Department.

The Montana Department of Highways, in conjunction with the Federal Highway Administration, has consulted the State Historic Preservation Officer to determine the area of potential environmental impact as outlined in Section 106 of the National Historic Preservation Act of 1966. Accordingly, a determination of eligibility for inclusion to the National Register of Historic Places was requested for the Montana Central Railroad ore loading complex, and it was determined eligible. The proposed action will have direct adverse effects on this resource.

The Montana Central Railroad ore loading complex at High Ore Creek Road was built between 1915 and 1918 as a replacement for an earlier structure at that same location. The complex consists of three ore loading ramps constructed of untreated timber. The entire site measures approximately 400 ft. x 100 ft. The structures' significance lies in the intricate design and large scale. The complex is one of few still intact in the state representative of the transportation phase of the mining industry.

IV ALTERNATIVES

(A) The original section 4(f) statement, included in the Butte-Boulder Final Environmental Impact Statement, addressed four alternates plus a no-build alternate and is evaluated in the Phase 1 section of that statement. Three alternates and the no-build alternate were found to be neither prudent nor feasible and the Basin Route was selected as the most desirable in August, 1974. This determination was based on the impact ratings and the considerations which are covered in Phase 1, Section VII, "Evaluation and Route Selection", of the original statement. They include evaluations of the effects on all alternate routes in the fields of Engineering, Environmental Planning, Economics and Sociology. Public opinion was also a consideration.

(B) The Montana Central Railroad ore loading complex was found eligible for inclusion to the National Register and will be impacted by the Basin route. This site, which is located at the High Ore Creek area, is 120± feet south of the present highway. The

proposed alignment runs between the site and the present highway with the southbound lanes utilizing the area of the present highway. The site itself is at the base of a mountain which extends to the south.

The proposed highway typical section through this area is a narrow median section (38' feet between centerlines of roadways). 180 ft.± to the north of the site and parallel is the Burlington Northern Railroad. The Boulder River meanders through the area just north and west of the railroad.

One alternate studied to avoid the site was an alignment to the north of the present highway. This line would involve a long railroad line change (one mile +) and extensive channel changing of the Boulder River which is highly undesirable for environmental reasons.

A second alternate is to the south and would cause a massive cut section into the mountain which would be completely unreasonable and imprudent.

The proposed alignment cuts into the base of the mountain which entails the site's destruction. This is the only prudent alignment in this narrow canyon situation.

V AREA AFFECTED

In applying the criteria of adverse effect as set forth in 36 CFR 800.3, the action will involve the "destruction or alteration of all or part of the property. As discussed in the previous section,

there is no feasible alternative to the direct physical impact to the Montana Central Railroad ore loading complex.

VI MITIGATION MEASURES

Measures to mitigate impact to the Montana Central ore loading complex have resulted from consultation and agreement among the Federal Highway Administration, the Montana Department of Highways, the Historic Preservation Office, (SHPO Staff), the Advisory Council on Historic Preservation, and the Historic American Engineering Record.

The Montana Central Railroad ore loading complex will be photographed and documented in accordance with the Historic American Engineering Record's standards. This data will be furnished to the Montana Historical Society and any other appropriate repository such as the Montana Bureau of Mines and Geology.

This mitigation measure is incorporated in the Memorandum of Agreement among the FHWA, the SHPO, the Montana Department of Highways and the Advisory Council as required by Section 106 of the National Historic Preservation Act of 1966.

VII COORDINATION

As part of the environmental assessment phase of this undertaking, the University of Montana was authorized to conduct an archaeological reconnaissance survey along the proposed alignment.

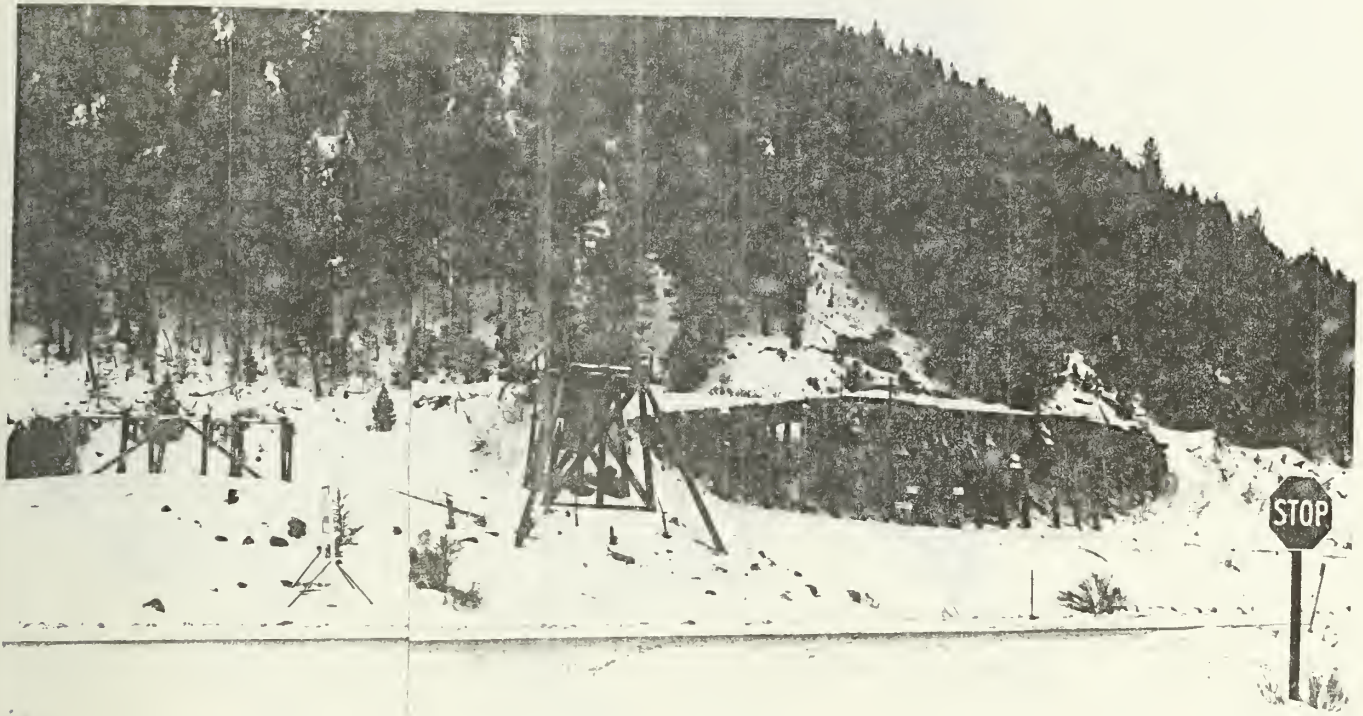
The study covered the first 5.5 miles, but it was recommended that an historical study be performed within the project area due to the potential National Register eligibility of historic resources concentrated in the area. The SHPO notified the FHWA that a National Register nomination for Basin and an outlying multiple resource area which covers an extensive area within the transportation corridor had recently been submitted to the Keeper of the Register. A copy was provided to the FHWA with the suggestion that a determination of eligibility be requested.

The individual who prepared the nomination was consulted frequently and, in fact, was hired to aid in evaluating the resources and effects caused by interstate construction.

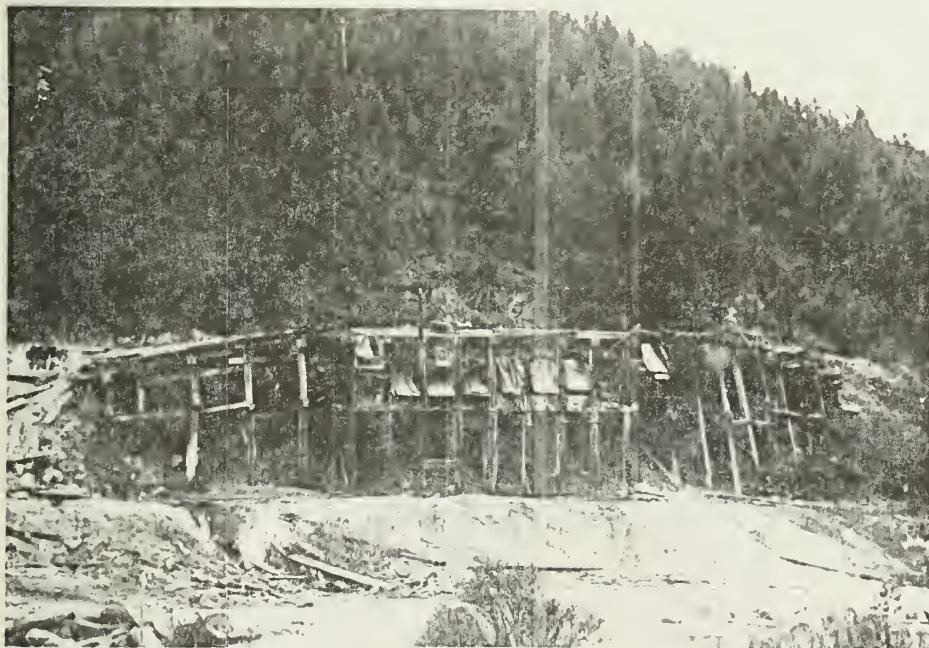
After the resources and effects to the historic district proper had been analyzed, a determination was requested of the Keeper of the Register in the form of a consensus determination of eligibility, i.e., all signatories were in concurrence as to the resource's eligibility.

The Advisory Council on Historic Preservation has been contacted for comment on the proposed undertaking and mitigation plan. The signed Memorandum of Agreement represents the satisfactory resolution of problems and concerns relative to the protection of cultural resources.

EXHIBITS



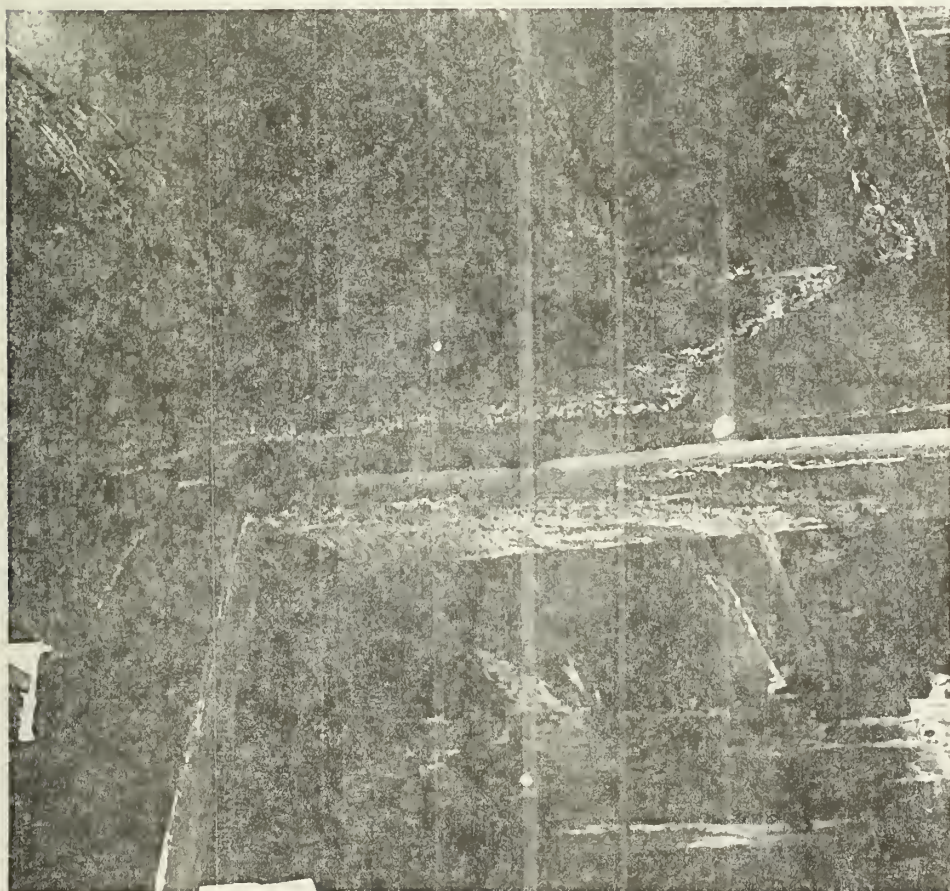
Montana Central Railroad ore loading complex viewed from the junction of U. S. 91 and High Ore Creek Road facing south. (Structures are numbered 1, 2, and 3 respectively from left to right).



Structure #1. Note concentrate bins in center.



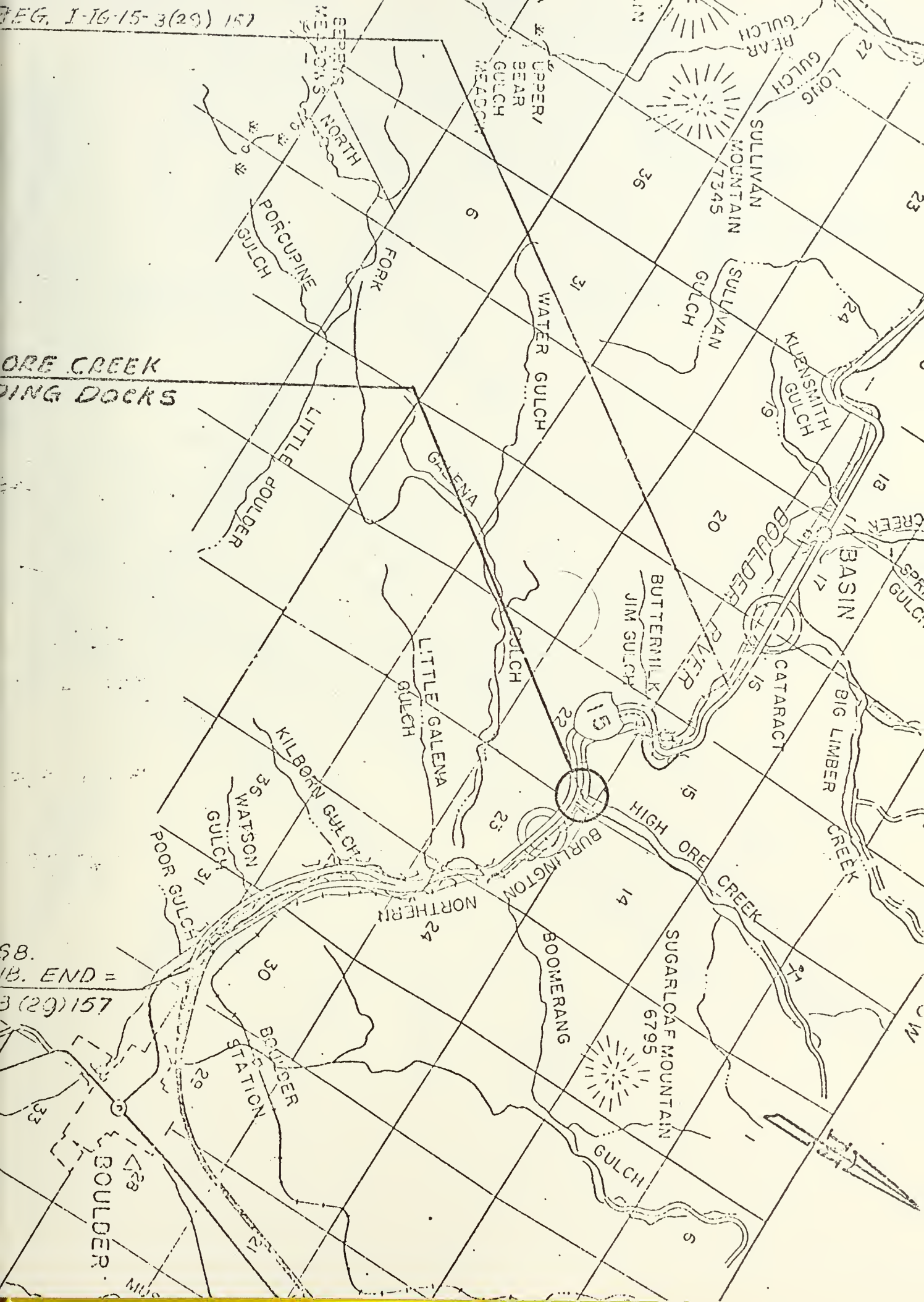
Structures #1 & 2

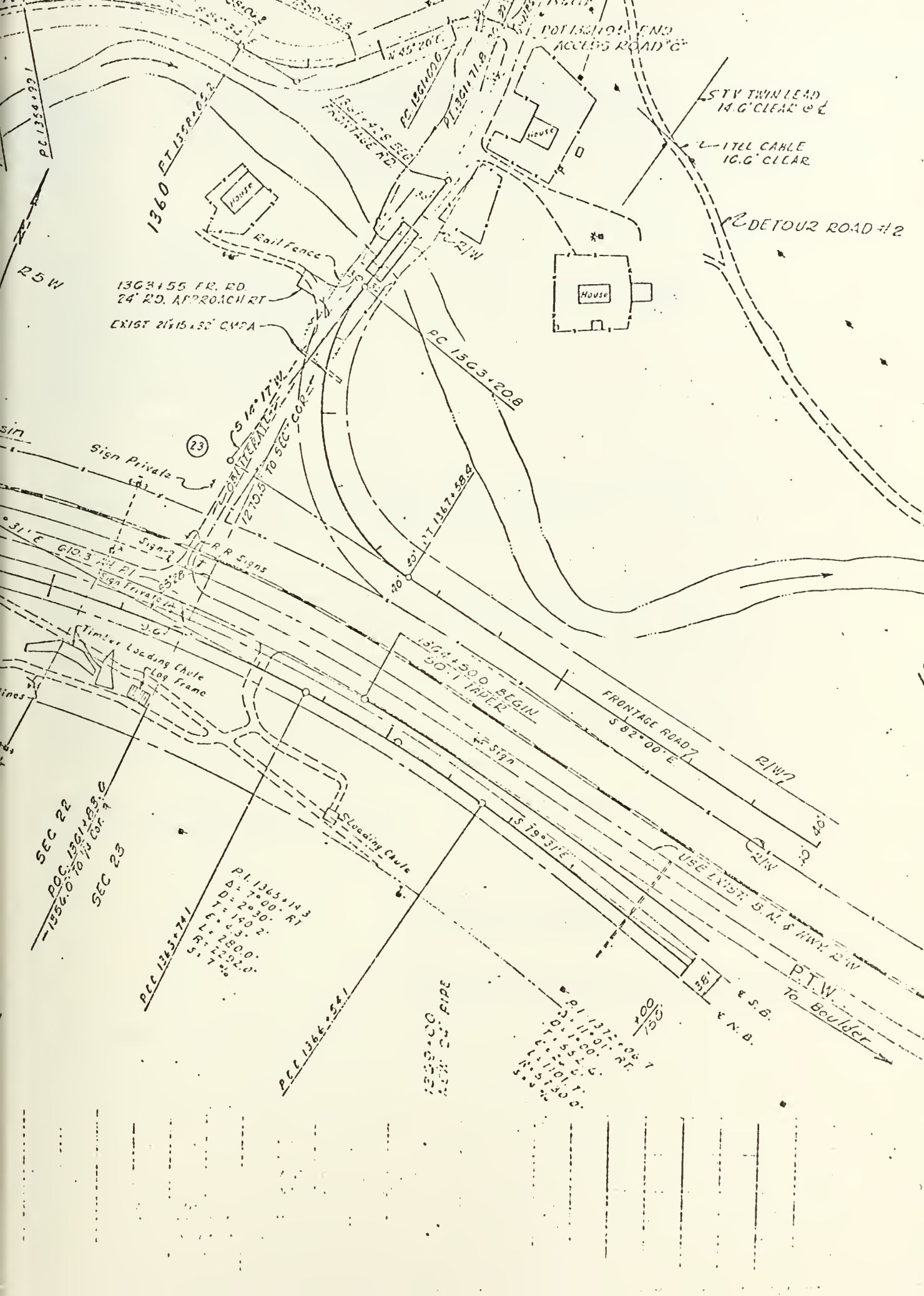


View of underside of
structures #1 showing
deteriorated condition
of untreated timber.

ORE CREEK
DING DOCKS

38.
B. END =
3(29) 157





PC 1354.921

1360 FT 1359.062

PC 1360.006

POT HOLE END
ACCESS ROAD "C"

STV TWIN LEAD
14' G' CLEAR @ E

TEL CABLE
10' G' CLEAR

DETOUR ROAD #12

R 5 W

1363.155 FR. RD.
24' RD. APPROACH RT
EXIST 24' 1/2" CURVA

PC 1363.208

(23)

Sign Private

G 10.3

RR Signs

Timber Loading Chute
Log Frame

50' T TAPER
BEGIN

FRONTAGE ROAD
S 82° 00' E

SEC 22
POC 1361.890
-1356.0 TO 1/2" COR.
SEC 23

PI 1363.143
Δ = 7' 00" RT
D = 2030'
T = 140.2'
R = 280.0'
S = 1.7%

PC 1364.541

1353.00
NEW 24" PIPE

PI 1371.067
Δ = 11' 00" RT
D = 1550'
T = 110.1'
R = 5130.0'
S = 1.7%

USE EXIST. S.N. & HWY. R/W

PTW
To Boulder

J-15 (2)



United States Department of the Interior

HERITAGE CONSERVATION AND RECREATION SERVICE
WASHINGTON, D.C. 20240

IN REPLY REFER TO:
661

Mr. H.N. Stewart
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
Montana Division, Region 8
Federal Office Building
301 S. Park, Drawer 10056
Helena, Montana 59601

JUL - 2 1979

Mr. Stewart:

Thank you for your letter requesting a determination of eligibility for inclusion in the National Register pursuant to Executive Order 11593 or the National Historic Preservation Act of 1966, as amended. Our determination appears on the enclosed material.

As you understand, your request for our professional judgment constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act analysis in order to bring about the best possible program decisions. This determination does not serve in any manner as a veto to uses of property, with or without Federal participation or assistance. Any decision on the property in question and the responsibility for program planning concerning such properties lie with the agency or block grant recipient after the Advisory Council on Historic Preservation has had an opportunity to comment.

We are pleased to be of assistance in the consideration of historic resources in the planning process.

Sincerely yours,

Charles A. Herrington
Acting Keeper of the National Register

Enclosure

E.O. 11593

DETERMINATION OF ELIGIBILITY NOTIFICATION

NATIONAL REGISTER OF HISTORIC PLACES

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

HERITAGE CONSERVATION AND RECREATION SERVICE

Request submitted by: DOT/FHWA/D. Lewis

Date request received: 2/12/79

Name of property: Montana Central RR Ore Loading Complex State: MT

Location: Highway U.S. 31, east of Basin

Opinion of the State Historic Preservation Officer:

(☒) Eligible () Not eligible () No response

Comments:

The Secretary of the Interior has determined that this property is:

(☒) Eligible Applicable criteria: A,C

Comments: 38 CFR Part 63.3
Determination

() Not eligible

Comments:

() Documentation insufficient (see accompanying sheet explaining additional materials required)

Keeper of the National Register

Date: _____

Advisory Council On Historic Preservation

1522 K Street NW.
Washington D.C.
20005

MEMORANDUM OF AGREEMENT

WHEREAS, the Federal Highway Administration (FHWA) proposes to assist the State of Montana with construction of Interstate 15 between Butte and Boulder, Montana; and,

WHEREAS, the FHWA, in consultation with the Montana State Historic Preservation Officer (SHPO), has determined that this undertaking as proposed would have an adverse effect upon properties in the Basin Historic District, Jefferson County, Montana, which have been determined eligible for the National Register of Historic Places; and,

WHEREAS, pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. Sec. 470f, as amended, 90 Stat. 1320) and Section 800.4(d) of the Advisory Council on Historic Preservation (Council) regulations for the "Protection of Historic and Cultural Properties" (36 CFR Part 800), the FHWA has requested the comments of the Council; and,

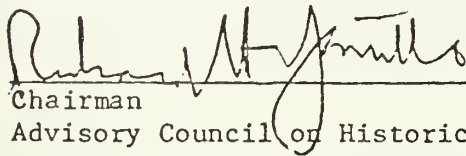
WHEREAS, pursuant to Section 800.6 of the Council's regulations, representatives of the Council, the FHWA, and the Montana SHPO have consulted and reviewed the undertaking to consider feasible and prudent alternatives to avoid or satisfactorily mitigate the adverse effect; and,

WHEREAS, the Montana Department of Highways was invited and participated in the consultation process;

NOW, THEREFORE, it is mutually agreed that the undertaking will be implemented in accordance with the attached proposal from H. N. Stewart, Division Administrator for Montana, FHWA, to minimize adverse effects on the above-mentioned properties.

Robert H. Utley 4/20/79 (date)
Deputy Executive Director
Advisory Council on Historic Preservation

Page 2
Memorandum of Agreement
Basin Historic District
Federal Highway Administration

 (date) 4/24/79
Chairman
Advisory Council on Historic Preservation

MEMORANDUM OF AGREEMENT

WHEREAS, the Federal Highway Administration (FHWA) proposed to assist the Montana Department of Highways in construction of Interstate Highway Route 15 in Jefferson County, Montana and,

WHEREAS, FHWA has determined that this undertaking as proposed would have an adverse effect upon several historic sites in the vicinity of Basin, Montana, said sites being eligible for inclusion in the National Register of Historic Places; and

Whereas, pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. §470f, as amended, 90 Stat. 1320), the FHWA has requested the comments of the Advisory Council on Historic Preservation (Council); and,

WHEREAS, pursuant to the procedures of the Council (36 CFR Part 800), representatives of the Council, the FHWA, and the Montana State Historic Preservation Officer (SHPO) have consulted and reviewed the undertaking to consider feasible and prudent alternatives to avoid or satisfactorily mitigate the adverse effect; and,

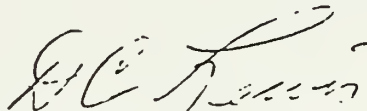
WHEREAS, the Montana Department of Highways was invited and participated in the consultation process;

NOW, THEREFORE, it is mutually agreed that implementation of the undertaking, in accordance with the following stipulations will satisfactorily mitigate any adverse effect on the above-mentioned property.

Stipulations

- 1) A series of interpretive signs will be designed in consultation with the Montana State Historic Preservation Officer. These will be erected primarily off to the side of the frontage road connecting Basin and Boulder and will evince the various significant historic sites along the route.
- 2) Site 24JF 180, Montana Central Ore loading complex will be recorded and photographed as recommended by the Historic American Engineering Record and the information forwarded to the HEAR. The structures will then be dismantled.
- 3) The location of the Basin Historic District will be shown on the Montana Highway map.
- 4) None of the buildings within Basin shall be directly impacted by the construction of Interstate 15 with the exception of Site 24JF193, the log outbuilding near the "150" House. In this instance, a log outbuilding within proposed highway right-of-way will be repositioned on the property to accommodate the alignment of I 15. The plans detailing the layout of the property and structures will be sent to the Advisory Council for its comment prior to moving it.

- 5) Highway activities will not endanger the integrity of the timber bridge spanning the Boulder River just west of Basin. The bridge will serve no practical purpose once the Interstate is constructed. It will be evaluated as part of the statewide historical bridge inventory at a later date. There will be no impact to the bridge until a determination of eligibility is made.
- 6) Every effort will be made to avoid further deterioration of the Jib Mine Flume and Jib Mill Foundation, Sites 24JF196 and 197. If any damage occurs it will be repaired.



Federal Highway Administration



Montana Department of Highways



State Historic Preservation Officer

Advisory Council on Historic Preservation

